

# Weekly Courier

VOL. 36, NO. 11

CONNELLVILLE, PA., THURSDAY MORNING, SEPTEMBER 25, 1913.

EIGHT PAGES.

## Prices and Prospects.

### CONSUMERS ASKING FOR OCTOBER COKE: \$2.50 PRICE FIRM

Off-Grade Spot Coke Offers at Low Prices with Few Takers.

### MERCHANT MARKET SUPPORT

Customers Strength as the Week Ends Into Understanding of Operators.

Speculation The Weekly Courier.

There is hardly any inquiry for prompt coke. There continues to be offerings at various prices from \$2.50 to \$2.75 and possibly less.

There are definite reports that the ranks of the operators who have been conspicuous in standing out for the \$2.50 price are being broken.

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### THE STEEL BUSINESS SLOWS DOWN SLIGHTLY

Since the Enactment of the Tariff Bill A Curtailment in Production

Special to The Weekly Courier.

NEW YORK, Sept. 24.—The American Iron and Steel Institute today issued its monthly report on the steel and iron market.

Iron and steel business has slackened off slightly this week as compared with last week, which may be due to the fact that the tariff bill is now finally to be enacted.

There is hardly any other explanation assignable for the course of the market which has been that the iron and steel business has slackened off slightly this week as compared with last week, which may be due to the fact that the tariff bill is now finally to be enacted.

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## Review of the Connellville Coke Trade.

### Statistical Summary.

PRODUCTION.	WEEK ENDING SEPT. 20, 1913.				WEEK ENDING SEPT. 13, 1913.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellville	22,319	17,038	3,281	218,517	22,519	17,889	3,239	226,140
Lower Connellville	16,748	13,053	3,714	159,926	16,719	13,825	3,714	154,670
Totals	39,067	30,091	6,995	378,443	39,238	31,714	6,953	380,810
FURNACE OVENS.								
Connellville	18,009	13,828	4,141	178,056	18,009	13,828	4,141	178,056
Lower Connellville	5,552	4,804	948	53,870	5,552	4,804	948	53,870
Totals	23,561	18,632	5,089	231,926	23,561	18,632	5,089	231,926
MERCHANT OVENS.								
Connellville	4,250	3,410	1,140	39,881	4,250	3,410	1,089	40,470
Lower Connellville	11,106	8,401	2,762	109,521	11,106	8,401	2,762	109,521
Totals	15,356	11,811	3,902	149,402	15,356	11,811	3,851	150,000
SHIPMENTS.								
To Pittsburgh	3,159 Cars.			3,002 Cars.				
To Point West of Pittsburgh	8,141 Cars.			5,946 Cars.				
To Point East of Pittsburgh	1,237 Cars.			1,092 Cars.				
Totals	12,537 Cars.			10,040 Cars.				

## COKE AND ORE RATE DECISIONS ANALYZED.

### Magazine for Shippers Declares Interstate Commerce Commission Has Failed to Establish Any Settled Principle of Rate-Making; Conflicting Decisions Give Railroads the Whip Hand.

The decisions of the Interstate Commerce Commission in the Connellville coke case, in the Pittsburgh coke case and in the other cases are analyzed in a magazine for shippers. The magazine declares that the commission has failed to establish any settled principle of rate-making, and that the conflicting decisions give the railroads the whip hand.

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## Production and Output.

### THE UPPER CONNELLVILLE AND GREENSBURG REGIONS

Running Steadily and Shipping About 50,000 Tons of Coke Per Week.

The Upper Connellville and Greensburg regions are running steadily at a near 50,000-ton rate, their product being nearly equally divided between eastern and western markets.

The Greensburg region continues to run practically full, while the Upper Connellville is producing something over one-half its rated capacity.

The Methallen plant of 40,000 tons is running at about 20,000 tons, and the Upper Connellville is producing something over one-half its rated capacity.

The weekly record of shipments from both regions for the present year from February 15, are shown in the following table:

Week Ending.	Upper Conn.	Greensburg.	Total.
Feb. 15	21,442	27,477	48,919
Mar. 15	21,442	27,477	48,919
Apr. 15	21,442	27,477	48,919
May 15	21,442	27,477	48,919
Jun. 15	21,442	27,477	48,919
Jul. 15	21,442	27,477	48,919
Aug. 15	21,442	27,477	48,919
Sep. 15	21,442	27,477	48,919

### AFTER PRIVATE CAR LINES

Interstate Commerce Commission May Put Ban on Them.

The Interstate Commerce Commission has directed that all individual firms, companies and corporations owning or operating cars and other vehicles for the transportation of passengers or freight, and which are not subject to the provisions of the Interstate Commerce Act, be required to file with the commission a statement of their operations.

The private car line investigation was begun by the commission more than a year ago on complaint that the operation of such car lines was unfair, discriminatory and that the allowances to them by the truck lines were excessive.

Information already developed is of such a character that it may warrant not only a positive order by the commission against private car lines but also a ban on them by the Department of Justice.

### COMPANY REORGANIZED

Connellville Coal and Clay Company in Westmoreland.

The Salina Coal and Clay Company, with operations in the northern section of Westmoreland county, has been reorganized out of the Salina Brick Company, and proposes to develop the clay and coal lands which it holds.

The coal is in the Freeport vein, both upper and lower, near Salina and Avonmore, of which the company owns 554 acres. It owns 1,095 acres of dirt, fire clay and numerous veins of shaly clay.

A \$500,000 mortgage has been filed as the basis for a 20-year bond issue. The officers are: Marion P. Shoemaker, president; John N. Yockey, vice president; Edward S. Schuler, secretary; J. H. Schuler, treasurer; C. C. Brown, J. N. Fisher, Warren J. Mitchell, directors; L. A. Ferrin, general manager; and John S. Sell, trustee and custodian of funds.

### COKE FREIGHT RATES.

Revised Charges Now in Force to Various Points East and West.

The revised rates on coke per ton (net) from the Connellville region to points both east and west are as follows:

Point.	Rate.
Pittsburgh	\$3.75
Youngstown	\$3.75
Wheeling	\$3.75
Cleveland	\$3.75
Columbus	\$3.75
Canton	\$3.75
Chicago	\$3.75
Baltimore	\$3.75
Philadelphia	\$3.75
New York	\$3.75

### COKE SHIPMENTS SHOW INCREASE OF 15,000 TONS

But Production Practically Same as Previous Week

Indicating

### SHIPMENTS OF SOME STOCK COKE

By Both Merchant and Furnace Plants.

Yards at All Works are Unusually Free of Stock Coke; the Shipments Show Gains All Along the Line.

The Connellville coke trade took on a small spurt last week. Shipments show an increase all along the line aggregating nearly 15,000 tons over those of the previous week.

Production last week aggregated 378,443 tons, of which the furnace plants produced 231,926 tons and the merchant plants 146,517 tons.

Shipments for the week aggregated 10,040 cars, or 150,600 tons, showing a net increase in production of 15,000 tons.

The merchant interest increased its production 4,658 tons, while the furnace production fell off 1,011 tons.

The 18,324 active furnace ovens ran six days with the exception of one plant of 475 ovens, which had only five days.

Shipments for the week aggregated 11,387 cars carrying 173,742 tons and consisted as follows:

District.	Cars.	Tons.
Pittsburgh	1,337	20,156
West	1,337	20,156
East	1,337	20,156

Compared with the previous week this shows a gain of 1,337 cars, or 20,156 tons, to points west of Pittsburgh, 7,682 tons, to points east of the Connellville region, 2,011 tons.

There was some shifting about in the list of active and idle ovens last week, but the net change was slight. Ovens were shut down 1,581 tons.

Revers 10, Bethany 15, Brush 10, Cuyler 20, Frances 23, Plummer 12, Wheeland 14, Ross 20, scattering 10, total 104 tons.

Shipments for the week aggregated 11,387 cars carrying 173,742 tons and consisted as follows:

District.	Cars.	Tons.
Pittsburgh	1,337	20,156
West	1,337	20,156
East	1,337	20,156

Following is the record of weekly production and shipments in tons for 1913 to date:

Week.	Production.	Shipments.
Jan. 1	40,000	40,000
Jan. 8	40,000	40,000
Jan. 15	40,000	40,000
Jan. 22	40,000	40,000
Jan. 29	40,000	40,000
Feb. 5	40,000	40,000
Feb. 12	40,000	40,000
Feb. 19	40,000	40,000
Feb. 26	40,000	40,000
Mar. 5	40,000	40,000
Mar. 12	40,000	40,000
Mar. 19	40,000	40,000
Mar. 26	40,000	40,000
Apr. 2	40,000	40,000
Apr. 9	40,000	40,000
Apr. 16	40,000	40,000
Apr. 23	40,000	40,000
Apr. 30	40,000	40,000
May 7	40,000	40,000
May 14	40,000	40,000
May 21	40,000	40,000
May 28	40,000	40,000
Jun. 4	40,000	40,000
Jun. 11	40,000	40,000
Jun. 18	40,000	40,000
Jun. 25	40,000	40,000
Jul. 2	40,000	40,000
Jul. 9	40,000	40,000
Jul. 16	40,000	40,000
Jul. 23	40,000	40,000
Jul. 30	40,000	40,000
Aug. 6	40,000	40,000
Aug. 13	40,000	40,000
Aug. 20	40,000	40,000
Aug. 27	40,000	40,000
Sep. 3	40,000	40,000
Sep. 10	40,000	40,000
Sep. 17	40,000	40,000
Sep. 24	40,000	40,000

The production of coke in Illinois in 1912, reached the great total of 59,226 short tons, with a value at the mines of \$79,243,320. These are according to figures for the coal and coke industry of the United States Geological Survey.

There are 162 counties in Illinois, and coal is mined in just one-half of them. The total coal area is estimated at 87,000 square miles, a larger area than in any other state east of the Mississippi river, and exceeded only by the coal fields of Montana and North Dakota.

Few Employees Killed. The fact that only three employees of the road were fatally injured in July to the "safety first" rule. This is the smallest number of fatalities for one month on the road.

# PRODUCERS COKE COMPANY

## UNIONTOWN, PA.

### Standard Connellsville Furnace Coke

#### EXCLUSIVE SALES AGENTS FOR

Fayette Coke Company, (Shamrock) James H. Hoover, Magee Coke Company, Century Coke Company,	Thompson-Connellsville Coke Company, Tower Hill Connellsville Coke Company, Banning-Connellsville Coke Company, South Fayette Coke Co., (Fretts, Emery, Shirey.)	Orient Coke Company, Brownsville Coke Company, Plumer Coke Company, Gilmore Coke Company.
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**200,000 Tons Monthly Production.**      **60,000 Tons Monthly Low Phos Coke.**

Best shipping service at the source of supply. It pays to buy the **BEST COKE** direct, instead of inferior grades at shaded prices, through irresponsible brokers.

**First-Class Inspection.**      **First-Class Coke.**      **First-Class Service.**



## RAILROADS SPEND MILLIONS TO OPEN NEW COAL FIELDS

Each New Track is Being  
Built in the Pittsburgh  
District.

## MONITOR PROJECT THE BIG ONE

Many millions of dollars are being spent by the railroad for various extensions and new lines in the Pittsburgh district during the present construction season. Most of the money is being expended in the opening up of new coal lands, and when the present projects are completed much new territory will be available for exploitation and the wealth of the community will have been added to by many times as much as the work is costing.

The biggest piece of railroad construction now under way in this district is the extension of the Montour railroad from North Star, its present terminus, to Millin, where it will connect with the Wheeling division of the Baltimore & Ohio. The new route will describe nearly a semi-circle around the south and west sides of Pittsburgh, crossing five different lines in its 35 miles of travel. Besides opening up 100,000 acres of new coal fields, it will provide transportation facilities for hundreds of people living in the territory it will traverse, who at present have far from any railroad. It is estimated that the new line will cost \$2,000,000. It is now 60 per cent completed, and will be under operation by next summer.

The Pennsylvania railroad is grading for a third track along the Pittsburgh main line from Hamilton to Dunmore, a distance of 3.4 miles. Increased traffic has made this necessary. Pittsburgh officials say that the need for more trackage is continually arising, and it is probable that in a few years three tracks will have been constructed all the way through to Columbus.

Another phase of construction that the Pennsylvania has undertaken is a spur from near Middletown, to the Marianna mine of Pittsburgh & Buffalo Coal Company. This spur will cross the Wheeling division of the Baltimore & Ohio at Eighty-four, thus giving a much shorter outlet for the mine, which have had to depend upon the Pittsburgh, Virginia & Charleston railroad exclusively heretofore.

## BARRIER A SUCCESS

Explosion-Resistant Coal Dust

That a barrier of pulverized stone will effectively restrain a coal dust explosion in a coal mine from spreading, was conclusively proven, according to experts, by the demonstration put on at the Bruceton experimental mines Tuesday, before the delegates to the convention of the American Mine Safety Association.

Never before in any of the stone dust tests that have been made has an explosion as vigorous as the one of yesterday been obtained. The success of the barrier in confining the flame to the portion of the entry behind it, in spite of the tremendous explosive force of the burning coal dust, is accepted as positive proof that the new method is the best that has yet been devised to lessen danger from this source.

Immediately after the explosion, a rescue crew supplied with breathing helmets, entered the mine. It was found that the mine had not passed the barrier. A feature of the experiment was the fact that although a canary bird that was carried into the entry by the rescue team died almost instantly as a result of the gases caused by the explosion the breathing helmets saved the men from even any discomfort.

## NO DATE SET

Early Hearing of Ore Rate Protest is Not Likely.

No date has been set by the Interstate Commerce Commission for hearing on the complaints of the Wheeling Steel & Iron Company, and the Pittsburgh Steel Company against the new rate of \$8 cents on iron ore from Lake Erie ports. While the points raised in both complaints are similar, it is thought each case will be heard separately.

The great importance attached to the cases is urged as one reason why they should be given the attention of the commission at an early date. It is not believed, however, that a hearing on either case will be started before the middle or latter part of October. The commission is pressed with business and its calendar has been kept well filled.

The new protests against the 85-cent rate to Pittsburgh and Wheeling are not thought to have caused delay in the Mahoning and Shenango valley case.

## POWDERED COAL TEST

One Railroad is Spending \$50,000 on Experimental Work.

Powdered coal for locomotive fuel is said to be under consideration by a railroad that is expending \$50,000 on experimental work. It is claimed for powdered coal that there is a saving of about one-third, through more perfect combustion, in saving by the abolition of ash pits and cleaning tanks, and a direct saving in the ability to cut off fire at will when standing at stations and at sidings, as well as other minor savings.

The feasibility of fire, with the absolute regulation of coal and air, is also emphasized, and in switchers and small locomotives, it is believed that the powdered coal method might be of decided value.

## NEW ORDER ON ORE FREIGHT RATES AFFECTS PITTSBURGH

The Interstate Commerce Commission Makes Supplemental Ruling for Railroads.

WASHINGTON, Sept. 25.—The Interstate Commerce Commission yesterday issued an important supplemental order, issued in connection with action of the Pittsburgh Steel Company, in behalf of all consumers of iron ore in the Pittsburgh district, against the Pennsylvania, and the Pittsburgh & Lake Erie railways companies.

The action grew out of a new tariff put in force by the Wheeling & Lake Erie Railway Company, September 15, fixing a rate on iron ore from Cleveland, Huron and Lorain, to Mingo Junction and Steubenville, of 70 to 75 cents per gross ton on direct ore and dock ore respectively. Under a previous order of the commission, the Pennsylvania company was not permitted to reduce its rates between the above points without reducing its rates to Pittsburgh and Wheeling.

By the order issued yesterday, the Pennsylvania company is authorized to establish and maintain from Cleveland, Ashland and Lorain, to Mingo Junction and Steubenville, and from the same points on iron ore that have been established by the Wheeling & Lake Erie company from Cleveland, Huron and Lorain, Ohio, to the same points, without at the same time establishing the same rates to Pittsburgh and Wheeling. The Pennsylvania company is authorized to establish the same rates upon one day's notice to the commission and the general public.

## THE BRIQUET TRADE

Welsh Planters Export Entire Annual Output of 3,000,000 Tons

The entire product, about 1,000,000 tons per annum of the 11 briquet-making plants of the Welsh coal fields is exported. One-third goes from Cardiff and the remainder from other South Wales ports. The Mediterranean countries are the chief customers, although France uses some part of fuel in her navy and a certain quantity for locomotives.

The heaviest briquet weighs 24½ pounds and is 10½ x 6½ inches. The smallest weighs 7½ pounds and is 3½ x 3½ inches. The combining material is pitch. Prices vary with those of coal, and in ordinary years may be taken at \$4 to \$5 per long ton.

American Pacific Coast ports from Mexico south take annually from 150,000 to 200,000 tons from South Wales, and the Atlantic ports are purchasers in average years of more than 20,000 tons. Some 75,000 tons are annually shipped to Rio de Janeiro, Rio Grande do Sul takes four or five cargoes every year, and Buenos Ayres, Montevideo, Mexico, and other ports are regular customers. Freight to Pacific Coast ports vary around \$4.50 per ton and may be \$5.50 less to Atlantic ports.

## PHILIPPINE COAL

Consumption Gains, an Indication of Increasing Expansion.

For the last five years the coal consumption of the Philippine Islands has increased at the rate of about eight per cent annually, indicating industrial expansion and the development of steam and electric railroads and other public utilities. Last year 426,687 tons was imported, aside from 82,000 received at the naval coaling station at Manila.

Practically all of the coal used ashore comes from China, Japan and Australia, and the bulk is taken by the railroads and the electric companies, although one tobacco manufacturing concern uses about 15,000 tons a year. The principal consumers have recently formed an association for the co-operative buying of coal, instigated thereby by the higher prices which have prevailed during the past year.

New Motive Power Head.

General Superintendent A. R. Merriek has announced the appointment of H. R. Warnock as superintendent of motive power of the Western Maryland Railway to succeed C. M. Terhach, who has resigned. The new superintendent has been connected with the Monongahela railroad for several years, and has established an enviable record of service with the company.

Job for Newspaper Man.

William J. Borland, who was formerly connected with the editorial staff of the Baltimore American, has just entered upon his duties as editor-in-chief of the Western Maryland Railway Company.

The Weekly Courier \$1.00 a year.

## West Virginia and Maryland Coal Mines

Do you want to know about them? Location of every mine in these states can be secured from

G. B. HARTLEY, MAP DIRECTOR OF MINES. Every coal operator in West Virginia and Maryland should have one of these maps for reference. Map and directory sent postpaid to any address for \$5.

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## The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to  
Saturday, Sep. 20, 1913.

Total Ovens.	In Blast.	Name of Works.	Name of Operators.	P. O. Address.
40	40	Adair	Adair Coke Company	Uniontown
40	40	Alcoa	W. H. Brown	South Brownsville
40	40	Alison No. 1	W. J. Brown	New York
40	40	Alison No. 2	The Wilkes & Feather Coke Co.	Uniontown
40	40	Alison No. 3	Remick Iron & Steel Co.	Gars
40	40	Alison No. 4	Hester Ridge Coal & Coke Co.	Uniontown
40	40	Alison No. 5	Bellevue Coal & Coke Co.	Uniontown
40	40	Alison No. 6	H. C. Frick Coke Co.	Pittsburgh
40	40	Alison No. 7	Brownsville Coke Co.	Pennsburg
40	40	Alison No. 8	Brownsville Coke Co.	Uniontown
40	40	Alison No. 9	H. C. Frick Coke Co.	Pittsburgh
40	40	Alison No. 10	Smithfield Coal & Coke Co.	Smithfield
40	40	Alison No. 11	Century Coke Co.	Uniontown
40	40	Alison No. 12	Champion Connellsville Coke Co.	Uniontown
40	40	Alison No. 13	South Fayette Coke Co.	Uniontown
40	40	Alison No. 14	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 15	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 16	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 17	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 18	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 19	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 20	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 21	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 22	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 23	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 24	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 25	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 26	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 27	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 28	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 29	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 30	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 31	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 32	H. C. Frick Coke Co.	Uniontown
40	40	Alison No. 33	H. C. Frick Coke Co.	Uniontown
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## The Eureka Fire Brick Works,

MANUFACTURERS OF  
**High Grade Fire Brick**  
for Bee-Hive, Rectangular and Bi-Product  
Coke Ovens, Boiler Linings, Ground Fire  
Clay. Special Shapes on short notice.  
Office and Works,  
MT. BRADDOCK, PA. Bell Phone 49, Dunbar, Pa.  
Both B. & O. and P. R. R. Connections.

## KIER FIRE BRICK CO.

Manufacturers of Silica and Fire Clay Brick.  
Bee Hive and Long Ovens  
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OFFICE, Pittsburgh, Pa.  
Works—Chids, Pa., P. & L. E. R. R. Yough Div.  
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ESTABLISHED 1845.

## H. M. Crawford. L. C. Mechling. E. L. Zearley

**Fayette Engineering Co.**  
Civil, Mining and Consulting Engineers.  
Mine and land surveys of all kinds. Plans, estimates and supervision of construction of complete coal and coking plants, railroads, water works, city paving and sewerage, etc. Examination and reports on coal lands and mining properties.  
Specialties: Coal and Coke Plants.  
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## THE W. G. WILKINS CO.,

Rooms 902 to 913 Westinghouse Building, Pittsburgh, Pa.  
**SPECIALTIES—COAL & COKE PLANTS**  
The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:  
Ovens.  
Hecla Coke Company, Plants 2 and 3, 500  
Oliver & Snyder Coke Co., Plants 1, 2 and 3, 1,308  
Austin Coal & Coke Co., Plants 2 and 3, 420  
Colonial Coke Company, 100  
U. S. Coal & Coke Co., Plants 1, 2 and 3, 500  
Osside Coal & Coke Co., 1,000  
H. C. Frick Coke Co., 1,000  
Struthers Coal & Coke Co., 1,000  
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## Connellsville Machine & Car Co.

MANUFACTURERS OF  
**Automatic Self-Dumping Cage**



Engines, Mine Fans, Larries, Pit Cars, Cages, Coal Screens, Coke Crushers, Coke Barrows, Sheave Wheels, Drums, Universal Dump Cars and Complete Outfits for Coal and Coke Works.  
We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Star and Standard Valves, Leather Beltings, Steel, Iron and Nails, Railroad Spikes, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steel Coke Scraper Heads, Scraper Handles, Coke Oven Valves and COKE HOSE.

Works at Mountz Creek Junction of Baltimore & Ohio and Pennsylvania R. R.  
Office and Store, 309 and 311 Water St., CONNELLSVILLE, PA.

## Thompson Connellsville Coke Co.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.  
**STANDARD CONNELLSVILLE FURNACE COKE.**  
WORKS: Thompson No. 1 400 Ovens, Thompson No. 2 400 Ovens, Near Republic Station, Fayette County, Pa.  
CONNECTIONS: Pennsylvania R. R., Pittsburgh & Lake Erie R. R., Baltimore & Ohio R. R.  
PITTSBURGH OFFICE: 2102 First National Bank Building, Pittsburgh, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSES FURNISHED ON APPLICATION.  
As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

## COCHRAN BROS.

MANUFACTURERS AND SHIPPERS OF  
**Coal and Coke.**  
Main Office: DAWSON, PA.

OFFICERS:  
W. H. COCHRAN, President. H. T. COCHRAN, Gen. Manager.  
A. J. COCHRAN, Secretary and Treasurer.  
RAILROAD WEIGHTS TO GOVERN SETTLEMENTS.

## Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Pa.  
Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.  
**Standard Connellsville Coke**  
MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. CONNECTIONS

Coke low in Sulphur and Phosphorus and of strong physical structure.  
Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled thus eliminating by screening all dust and dirt.  
ANALYSES FURNISHED ON REQUEST.

## Graceton Coke Co.

FOUNDRY COKE  
GRACETON, PA.  
Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.





### Trip Through Region Results in Securing Batch of New Applications

**FIRST AID COURSE TO BE ADDED**

Every Three Months Speakers on Mining Topics Will be Seenrest to Make Addresses at Mining Insti-

As a result of the trip of Professor Zimmerman, of the University of Pittsburgh, and Secretary of the Young Men's Christian Association through the coal mining section on Thursday 25 more names of young men were added to the class of the Y. M. C. A. mining classes, six being secured at Dunbar, 10 at Junata and 9 at Phillips making the total number of students in the class to plan with a number of mine foremen. It was decided to add a course in first aid to the class work as previously arranged. The class will be devoted to this branch, and Mr. Bauer will have charge. This addition was made because mine officials agreed to have the class instructed with first aid methods, questions in this having been added to recently the examinations they are required to pass.

It is also proposed to hold a series of mining institutes at the Y. M. C. A. at intervals of three months, and a committee of the Y. M. C. A. has been appointed to make the arrangements. Officials of the United States Bureau of Mines at Pittsburgh, and engineers of the Pennsylvania Department of State College, will be secured to make address. Afternoon

**COAL MINE TRIP IN THE  
INTEREST OF LOCAL CLASSES**

City and Professor Zimmerman of Pittsburgh.

Prof. D. C. Zimmerman, of the University of Pittsburgh, School of Mines, and Secretary E. T. Esler, of the Local Young Men's Christian Association, were present at the meeting held last night at Dunlap, Phillips and Juntina's place, in the interest of the mining classes of the Connellsville association. The meeting closed about 10 o'clock, Zimmerman during the winter months.

The enrollment so far has been good. Twenty students have handed in their names without any solicitation whatever, but it is expected that many more young mining men, unacquainted with the association, will be necessary to rise higher in the ranks, and who do not possess the means to attend, will be induced to do so, by the prospect of receiving such courses as would be beneficial.

It is expected that the enrollment would be in the fields visited today.

Altogether the success of the mission is gratifying, and especially in view of the small enrollment of which has been set at \$1, and which may include the coal or books if it is desired.

## NEW CURE FOR ASTHMA

Serum Used for One Ill Found to Re-  
lieve Another.

At Hahemann Hospital yesterday afternoon a thousand units of anti-carbuncle serum was given to Benjamin Abrahamson, 62 years old. The treatment will be continued for several days.

Abrahamson has suffered for years from carbuncles. Three years ago physicians gave him hope for his recovery. Then a carbuncle developed and Dr. C. H. Maynard said he had injected several hundred units of anti-carbuncle serum. Abrahamson's carbuncles were cured, but the carbuncle became less severe and called Dr. Saul's attention to the fact. Another carbuncle developed and the anti-carbuncle serum was given. Then the carbuncle attacked again because the carbuncle was not cured.

Doctor Saul decided to try the serum in the hope that the carbuncle might be cured.

Georges Township Man Dies.

John J. DeGroot, the young man, a farmhand and student of Georges township, died Sunday. Paralysis was the cause.

# ENTS

## n, Reports

inery for Any Purpose.

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### SEARCHES

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ings Bank, Pittsburgh, Breville, Pa.

**Macfarren,**  
Solicitor of Patents,  
Pittsburgh, Pa.

... ..









## COKE AND ORE RATE DECISIONS ANALYZED.

(Continued from Page One.)

railroads and stop the development of the country?

The other factor in determining the reasonableness of rates is the "value of the service." The commission has frequently said that it must be taken into consideration, but it is impossible to find clear definition of what is meant by "value of the service" which the commission says must be considered. In one recent decision it is said to be made up of a "bundle of" constituents. What the constituents are that make up the bundle are not announced. On the other hand the railroad's view of what is meant by "value of the service" is clear and definite. To them it means "what the traffic will bear" or rather "all that the shipper can be made to pay and still ship." The railroad's view upon taking this kind of "value of the service" into consideration in every case. Yet, with no definition of its own for the term and with the railroad's definition as the only one before it, the commission is constantly saying that "value of the service" is one of the two great factors to be used in passing upon the reasonableness of rates. For example in the Chicago Livestock Exchange Case, 10 I. C. C. 428, the commission says that "value of service is one of the most important elements to be considered in fixing rates."

On the other hand the commission has just as emphatically condemned the "value of the service" theory as a method of rate-making. In the Advance Rate Case, 20 I. C. C. 387, the commission says "what the traffic will bear" may mean all that the traffic will bear. If it means that the rate must be measured by the amount that the shipper is willing to pay under no pretext of extortion. On the other hand it may mean the least return for which the carrier can afford to transport the traffic. This position must be made clear to the public. On the one hand it may mean the least return for which the carrier can afford to transport the traffic. This position must be made clear to the public. On the one hand it may mean the least return for which the carrier can afford to transport the traffic. This position must be made clear to the public.

In addition to the technical question of what railroads may be charged, there is the question of the value of the service. This is the question of what constitutes an unjust discrimination between two localities which must be answered before the public can understand the law against unjust discrimination. In the case of the railroad, the question of the value of the service is the question of what constitutes an unjust discrimination between two localities which must be answered before the public can understand the law against unjust discrimination.

This strong language would seem to indicate the final conclusion of the commission as to "value of service" as a test of reasonable rates. Yet we find in an important case decided within the year, Pittsburgh Ore Case, 27 I. C. C. 173, that the commission is putting with reference to ore rates: "This rate may perhaps be more properly viewed as one illustration of a common practice in railroad rate making of charging high rates where the traffic can easily be made to bear it. To a certain extent this must be done."

And in many of the recent cases involving large volumes of traffic, the commission, in refusing to reduce rates or in giving only slight reductions, has made practical application of the "value of the service" theory by pointing out that the traffic freely moves under the rates imposed and can eventually bear the charges.

What, then, is the interstate commerce law upon this test of the reasonableness of rates? May the shipper safely omit from his evidence any testimony as to the amount of rate he can stand and still do business, relying upon the commission's opinion that the reasonableness of the rate is not to be determined by the amount the railroad can successfully extort from the shipper? Or must he open his "books" to the commission, showing his cost of production and margin of profit and ask that the railroad rate be made such as to enable him to reach the market? If he produces the evidence of his cost and margin of profit and the rate that will enable him to reach the market, the commission will answer that it is no business of the railroad or of the commission to enable the shipper to reach any particular market, as was said in the Florida Fruit Case, and that the cost of production is not material in rate-making as was said in the Bolieu Case. If he omits to show all these things, the commission may answer that different costs of production justify differences in rates, as was said in the Georgia Creek Basin Case, and the Connellsville Coke Case.

The next great mandate of the Interstate Commerce Act, intended to protect the public and the shippers, is that forbidding preferences and discriminations. Probably more cases have been brought before the commission under the third section of the commerce act, providing against "unjust discrimination," than under any other provision of the law. The words "unjust discrimination" however, means nothing to the public or the shippers until it is known what does and what does not constitute an "unjust discrimination." In the decisions of the commission in administering the interstate commerce act, therefore, the public must find out what the law is that governs the railroads and protects the shippers against unjust discrimination.

At the outset, we must know under what circumstances the carrier may be charged with unjust discrimination. Upon this point the commission has reached many conflicting conclusions. It was early said in the Elmi Claire Board of Trade Case, 5 I. C. C. 264, that a carrier could not be charged with discrimination in favor of a point which it did not reach or in

whose carrying trade it did not participate. This was long used and cited for the proposition that, unless it could be actually reached both the point discriminated against and the point in whose favor the discrimination was practiced, a violation of the third section was not shown. Later, the commission pointed out that if the rates to both points were made by conference and agreement among the railroads all could be charged with discrimination, whether or not they reached the various points of origin. Cincinnati Freight Bureau Case, 6 I. C. C. 237, Railroad Commission of Tennessee Case, 17 I. C. C. 418. In other cases it was said that whether the carrier charged with discrimination reached both points or not, the commission could remove the discrimination if connecting carriers joined in the tariffs from both points. The result is that the carrier or not, the commission could remove the discrimination if connecting carriers joined in the tariffs from both points.

But in the recent case, before the commission, the Appalachian Electric Case, 23 I. C. C. 115, the commission said that any carrier or set of carriers charged with discrimination must be in position to put an end to the discrimination by a change of its or their own rates, without the concurrence of other railroads, before the public can understand the law against unjust discrimination. In the case of the railroad, the question of the value of the service is the question of what constitutes an unjust discrimination between two localities which must be answered before the public can understand the law against unjust discrimination.

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From all this, what is a shipper to understand the law to be in cases of alleged unjust discrimination. If he shows that he is being charged a higher rate than is being charged his competitor for substantially the same service he is met by the answer that the carrier which reaches his point does not reach that of his competitor, as was said in the Connellsville Coke Case; if he shows that the same carrier hauls the same commodity the same distance from both points he is met by the answer that the cost of production is greater in the community where his favored competitor operates, as was also said in the Connellsville Coke Case; if the shipper shows that because of his own cost of production he is unable to reach the markets in competition with his rival, he is told that the commission cannot adjust varying costs of production and put all commodities upon an equality in common markets, as was said in the Ridge Case; and if he shows all the elements combined necessary to constitute an unjust discrimination on any theory, the shipper is met with the answer that after all the reductions required to remove the discrimination would have such a serious result upon the revenues of the railroads that it cannot be made, as was the view in the Ore, Coal and Coke Cases.

What is the result of this making of rates in one case only to deny them when sought to be applied by the shippers to another case where the same situation is presented? What is the effect of the failure of the commission to reach any definite conclusion of to enunciate and adhere to any definite principles in administering the law with regard to unreasonable rates and unjust discriminations? The doors are thrown open to the railroads to defend the rates which they have imposed, and to resist, maintain, not upon any ground which shippers may contest, but upon the theory that the whole matter is very complicated and uncertain.

Under the circumstances we would not feel warranted in requiring the serious reductions that have been asked for by the carriers. The loss of revenue which would result from drastic reductions in the rates upon the tonnage involved cannot be estimated, but it would be an increase in the rates upon other traffic. And in the ore case, notwithstanding the statement that "the carriers from this district are among the most prosperous in the United States," the commission made a calculation of the tonnage and revenue affected by the rate under consideration in Bolieu Case. The Pittsburgh Vein Operators Case, the Youngstown Ore Case, and the case before it, and said: "It is difficult to estimate the exact financial effect of a change in a rate, but it may be noted that a reduction of only ten cents per ton of the volume of traffic involved in the present case and in those above mentioned would amount to over \$1,500,000 annually distributed among a small number of carriers." In the present case the complainant asks for a 50 or 60 cent rate; that is a reduction of from 25 to 45 cents; this means a reduction of from one to two million dollars annually in revenue.

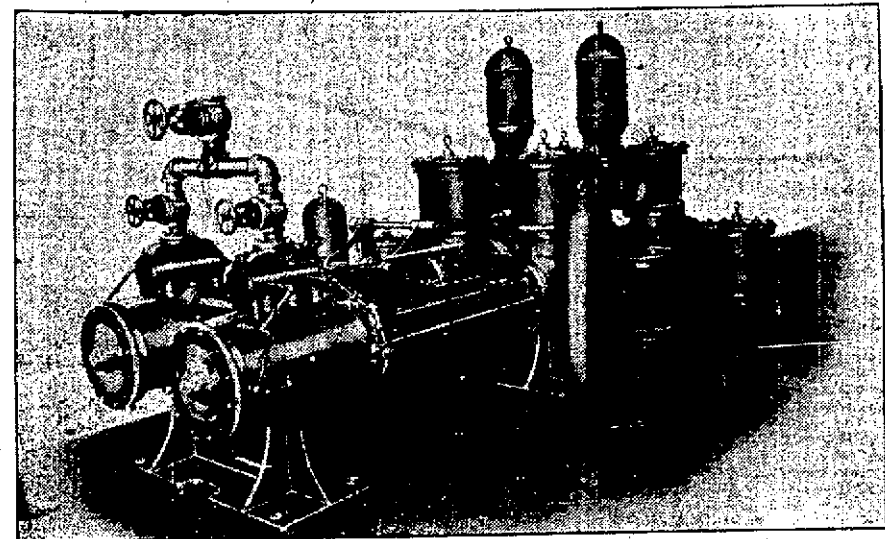
After summing up certain other considerations, including its conclusion the commission said: "Considerations of this character together with a review of the effects on the revenues of the carriers which would result from anything like the reductions demanded by complainants in this case, upon a substantial part of their total traffic, compels us to hesitate at this time and under prevailing conditions from going further than is necessary by the removal of the most unjustifiable discrimination shown to exist in this case."

Such was the consideration moving the commission to do so. The "50 or 60 cent rate" was voluntarily maintained by the carriers to other districts exactly similarly situated as to the most unjustifiable discrimination shown to exist in this case, as the commission admitted.

## The Connellsville Manufacturing & Mine Supply Company,

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Minimum Repairs.  
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Suits Any Oven.  
Saves Labor.  
Saves Expense.

No Coke Oven Door is correctly designed unless the brick can freely expand and contract under wide variations of temperature. ANY DOOR HAVING THE ABOVE FEATURE INFRINGES ON THIS PATENT.

The inventor offers for sale the right to use his invention on the payment of a small license fee. Operators will build their own doors, selecting their own materials. The door and the right to use it COST LESS THAN OTHER DOORS.

The Acme Door is not a THEORY but a FACT; it is not an EXPERIMENT but an EXPERIENCE. It has been thoroughly tested by Two Year's Practical Use.

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